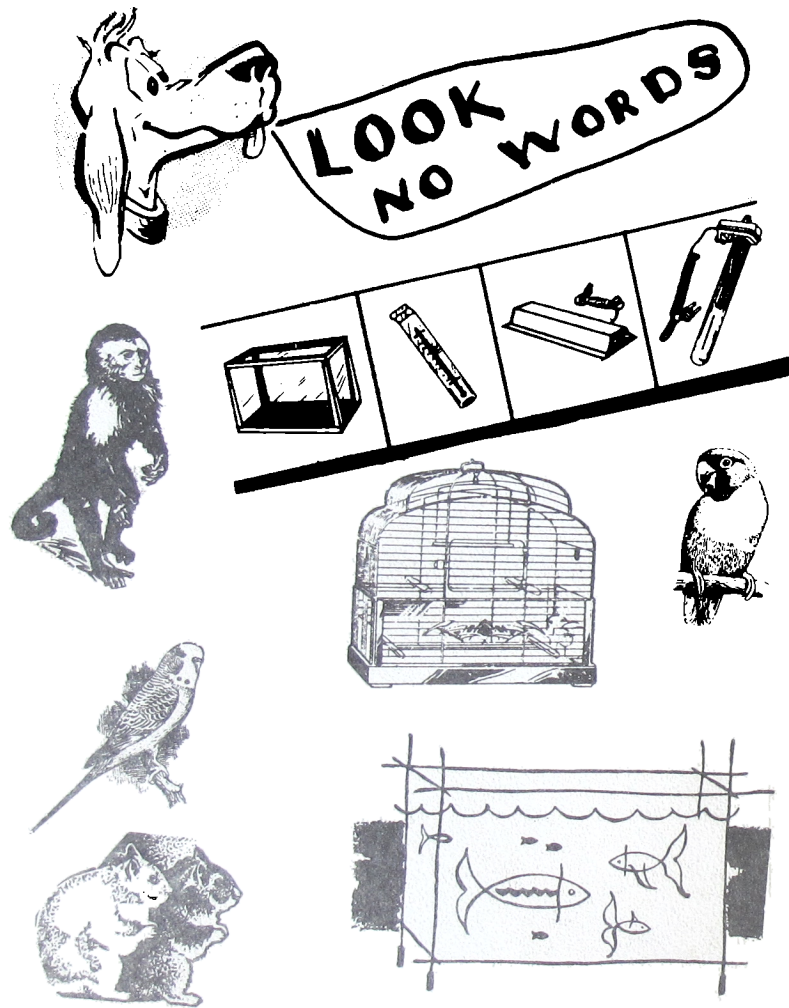


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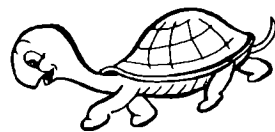
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# CORVALLIS

MAGAZINE



Wilson's  
Pet Shop



225 South Second  
CORVALLIS, OREGON



WINTER 1964 - 40¢

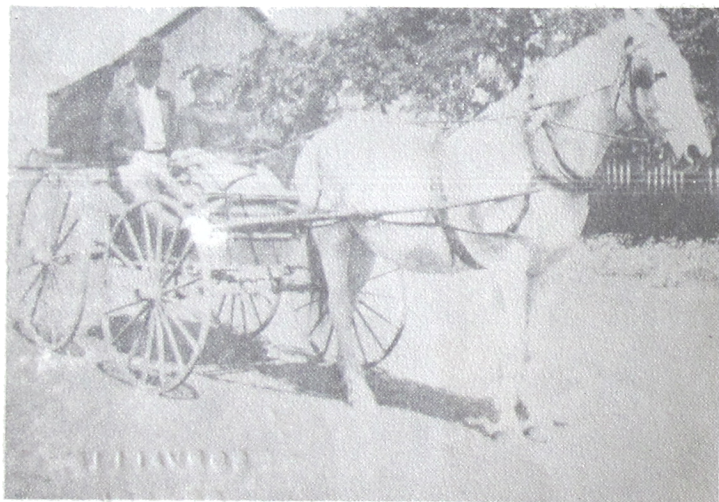
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## Wilson's Pet Shop



225 South Second  
CORVALLIS, OREGON



Robert Gellatly and his mother out for a buggy ride near Philomath. The old, gray mare was Nellie, born in 1879, according to Dave Gellatly, Wenatchee, Washington, who sent us this old photograph.

## "Corvallis"

Volume III Winter 1964 Number 1

Corvallis Magazine is published four times a year by Thomas A. Wilson, P.O. Box 122, Corvallis, Oregon.

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COVER: B. S. Harris, Jim Smith,  
Dr. Lester, J. H. Harris. Photo  
courtesy of Earl Harris.

## LOOKING FORWARD

with TOM WILSON

This is a difficult editorial to write. Instead of looking forward I find it necessary to look backward into some of the details of my brother Joe's life. He passed away October 21 at Newport of a heart attack. The funeral was at Newport and the burial was in the Crystal Lake cemetery at Corvallis.

Joe was born December 2, 1895, at Corvallis. He had an unusual childhood, even in this quiet town. Before he was out of grade school, he was doing some professional accounting work with our father, who was a lawyer and C.P.A. and was at that time the auditor for most of the counties in Oregon. When Joe was eighteen he made the county audit all by himself for Clatsop county, at Astoria, and wrote up the report, making recommendations for certain changes in that county's bookkeeping system.

He played high school football for seven years. You see, it was this way: he would go to school long enough to play on the football team and then quit so that he could go on auditing trips with our father. In those days they played football rough.

Joe attended New York City College, studying law, for a time, and then returned to Oregon. Later he lived in Tillamook a number of years, working in sawmills part of the time and in association with the late A. K. Beals who was a state senator from that county.

Always interested in politics, he became state representative from Lincoln county. Among the bills he introduced there was the one making

U. S. Highway 20 a continental route from Newport to Boston. An important one was for the creation of the marine biological laboratory on Yaquina bay. A memorial plaque to him is to be placed in the State House at Salem. Also a niche for him will be built in the new historical society building at Newport.

Joe quit his income tax and auditing work several years ago and spent the last years of his life writing and doing historical research on Lincoln county. His columns appeared regularly in the *Newport News*, *Lincoln County Leader*, *Toledo*, and *Lincoln County Times*, Walport.

Most of all Joe was a good brother to me and our younger brother Ted who died in 1951. He never stopped trying to help us out of our difficulties and into a more rewarding life. He never criticized us for our mistakes. You can't have a better friend than that.

In the following pages are a few snapshots of Joe during various periods of his life. Also are reprinted some articles from coast papers about him.

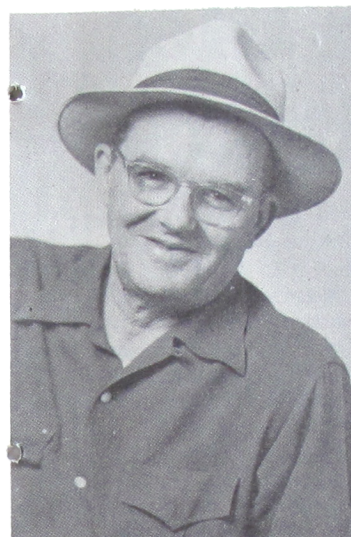


Your editor and big brother Joe, 1906, Syracuse, New York.





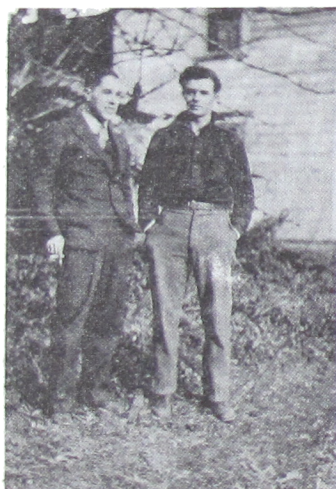
**Joe, age 3**



**Joseph Hamilton Wilson**



**Joe, left, and Claude Wylie, during high school days.**



**Your editor, left, and brother Joe at Toledo, about 1938.**



**Joseph Hamilton Wilson, Sr., seated, and Joe, Jr., standing. About 1915.**



**Early footballers. Joe is 4th from right. Cousin John Wilson ("Sap"), 6th from left, with hands on hips. He played on OAC varsity later. Was a colonel in**

**the Marine Corps many years, rising to Chief of Staff before his retirement. He was buried in Arlington National Cemetery.**



# Joe Wilson Dies Of Heart Attack

Joe Wilson, a resident of Newport and Toledo since he was a young man, passed away in his home on Bay boulevard sometime Monday morning. He was born in Corvallis, but made this area his home during most of his adult life.

Concern for Joe was first noted by his former wife Evelyn when she called his apart-



Joe Wilson  
as a member of the legislature

ment by phone Monday morning and did not receive an answer.

She called later after giving a few piano lessons and received no answer. When she called again, later in the day, and did not get an answer, she

called the tavern next door and asked that someone see if Joe was home. One of the men went to his home and found his body in the bathroom.

Joe had a long and colorful career and during middle age was considered one of this area's most prominent residents.

He served two terms in the state house of representatives, but was defeated for election when he attempted to gain the senate seat. He was a Republican and could not withstand the Democratic landslide of 1948.

While in the legislature, he was known as Shoeless Joe as the thick rugs in the state house made his feet hot and he would remove his shoes. While there, he made it possible for Highway 20 to terminate in Newport. He was also instrumental in getting the state money that is given to the county fairs each year.

By profession he was an accountant and at one time had teams working for him that audited the books of all counties in the state with the exception of three.

He had a life-long ambition to be a fiction writer, but said he could "never make them walk and talk."

He wrote hundreds of thousands of words for the Newport News. He wrote The Port of Newport Story, The City of Newport Story, The Lincoln County School Story, The Oys-

ter and Seafood Story, and was nearing the end of the Lincoln County Story when his eager but weakening heart finally stopped.

He wrote Out of the Past and compiled the years ago column for this paper.

Joe was at heart a historian and wrote his pieces for the News so that historians following later would have authentic material. He was constantly irked by the misinformation that was put out by others that was incorrect. He would go to any length to get a fact.

He at one time ran a series of interviews with the early residents of this community who were still here, but had to quit when his health began to fail.

He was a man who had a colorful manner of speaking and had a great command of the King's English. He could keep a group listening for hours as he related events that would be common place if told by another.

Joe was a good friend and a good craftsman at his trade of writing. He would conceal a good deed as much as most people hide their bad ones. He was alive to what was going on and had a surprising wealth of background material which he could furnish as the need arose.

And so Joe has gone and with him went considerable of the color of Newport.

30

THE NEWPORT NEWS, Newport, Ore.,  
Thursday, Oct. 24, 1963

## Dave Hall

For the first time since this column was born we are writing it in sadness. A friend of mine has written his last bit of Lincoln county history. Joe Wilson's old delapidated and worn typewriter that has recorded many, many bits of history of many lives and events is stilled. It will be many years before anyone will devote the energy and time as he did to put on paper the happenings in the county's past and do it as well.

Joe, as Kipling wrote: "If you can walk with Kings, etc." was a friend of political leaders, business tycoons and the less unfortunate. Joe understood human values. Money and security did not seem to enter into his life's program. Kindness and help to his friends, and he had many, were the values he placed on life.

The halls of Oregon Legislature will never be visited by him again, but Oregon too remembers him for his part as a legislator in the war years. His fellows there with affection referred to him as "Shoeless Joe".

And as the streets grow silent and the lights dim on Newport's waterfront, Joe's footsteps will be heard no more as they often were as he left his home to help or visit someone in distress. Joe was a friend we're proud we had.

LINCOLN COUNTY TIMES  
WALDPORT, OREGON



## From the Autobiography of Arthur Bouquet

**Editors note:** Longtime professor of horticulture at Oregon State University, A. G. B. Bouquet tells of his gentle but eventful life in Corvallis. Born in Sutton, England, he came from there to Corvallis in 1902. His wife, Grace, was your editor's cousin. We are reprinting parts of his autobiography in this and future issues.

I landed in this small western town of Corvallis on June 4, 1902. My friend, Jack Kilpack, was not at the depot when the west-side Southern Pacific train pulled in from Portland about 11:30 or so. I had sent Jack a telegram but something went amiss and I was a stranger in a strange land once more such as I was when landing in New York.

I went into the small station office and inquired when the next train was to arrive from Portland, thinking that possibly Jack might be meeting another train. I was used to trains running about every half hour or so where I had come from. I was politely told that the next train from Portland was at this time tomorrow. The man who gave this information was afterwards to become one of my very good friends, C. T. McDevitt, who later on was assistant postmaster and with whom I played many a game of golf at the Corvallis Country Club.

After having left Mr. McDevitt I began to send out tracers for the fellow who was supposed to take me in tow for at least a few hours on my first day in Corvallis. Finally I found Jack up at the State Agricultural College which place I was to see a lot of in future years.

I was invited that late afternoon to have supper at the home of Mr. and Mrs. Herzig on King's road. We

*"Saving -  
is like planting  
a seed!"*



A. G. B. Bouquet, professor of vegetable crops and horticulturist at Oregon State College.

shall speak more of this lady later on in my narrative. Suffice it to say that at this time she gave me my first meal in Corvallis.

After supper I was taken by a Mr. Jim Brodie out to the Sol King farm at the north part of King's road which place was to be my first home in Benton County, Oregon, U. S. A. from June to September.

The King house was quite large, very plain both inside and outside. There were little, if any, garden plantings and I don't remember any vegetable garden. In my room there was a bed, a table and a chair. I had been used to something better but this was no time to make comparisons or complaints.

Sol King was a white-haired,

white-bearded tall man, an ex-sheriff of the county, who came from pioneer stock. His father, also named Sol, settled on a claim of 640 acres of land near Wren's Station, west of Corvallis, and he died in 1857. Sol Jr. was elected sheriff of Benton County in 1876 and was re-elected five times. He was a Republican in politics. In business other than farming, he ran a livery stable in Corvallis. He was a kind but firm employer of me and he expected that any help he had around the place would give him a full dollar's worth of work for a dollar paid. And, I might add, a dollar in those days was really worth something. I worked hard and long on this farm and at the expiration of my stay in September was given \$25.00 in cash. The remainder of my worth, I suppose, was paid for by the food I ate and the roof over my head.

My job on the King farm consisted of rising early, helping to milk the cows twice a day, looking after about 28 calves, haying and doing general field work, not to mention the chores, morning and evening, of "separating", for Sol took the cream to town and fed the skimmed milk. So the hours were

typical, 5:15 a.m. to about 8:15 p.m.

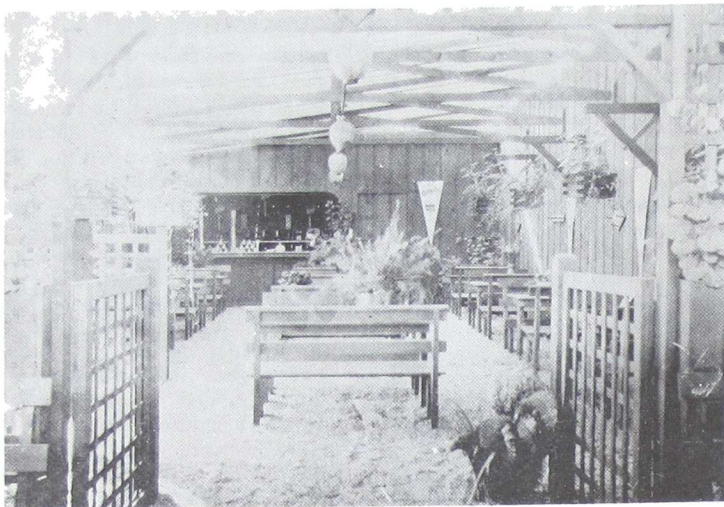
Of the food I could not brag. Just let it be said, it was different. I had never tasted buttermilk before and when I did I soon determined to leave it out of my menu. On Sundays I would ride the pony with which I used to get the calves up and go over to the Abe King farm where I was always assured of a good Sunday dinner. Abe was one of Sol's sons and he and Mrs. King were most kind to me.

Riding up to the King place every once in a while was a dark complexioned woman whom I took to be an Indian. I had seen some in Canada as I was riding the train out I was a little puzzled about this one who came to the farm. Later I was to work with the son of this woman and his name was George Newberry. He was a right decent fellow and I was sorry to hear that he went totally blind later on in his life.

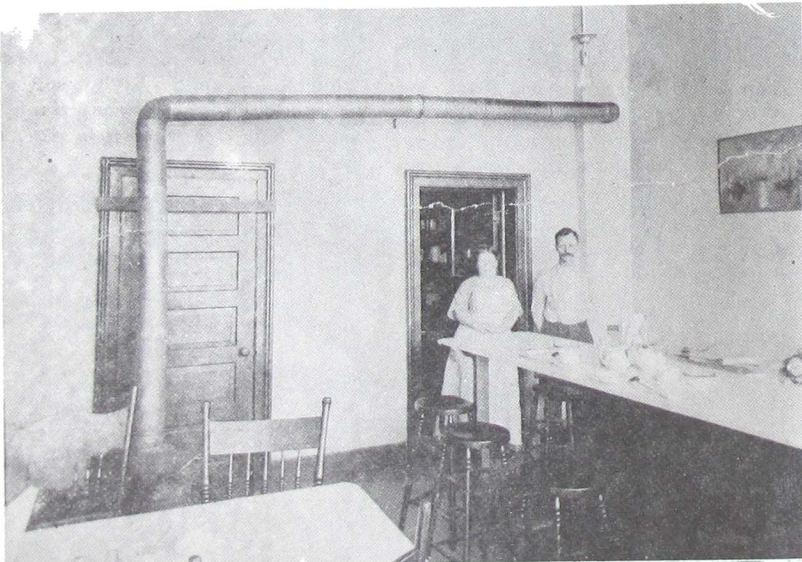
When I left Sol, he told me I had been a very good young helper which made me feel pretty good about my first job in the Western country. I could have used some more dough, tho', considering how many hours of work in a day there had been.







Outdoor ice cream parlor in 1916, located where the Whiteside theater stands. The parlor was operated by Mrs. Laura Daloba and was owned by the Corvallis Creamery company. Next door was the Airdrome, an outdoor theater, run by Byron Taylor. The movie projectionist was Dr. C. O. Anderson. Photo courtesy of Mrs. Elmer Beach.



Mr. and Mrs. A. M. Wheelock, shown in picture, operated this cafe in the old express company office between 2nd and 3rd on Monroe street, 1918. Photo courtesy of Julia (Wheelock) Carson.

## • THE SHETLAND SHEEPDOG

By Phyllis Hanson

Little is said about the *Sheltie* and little is known about him to the public, but he may well become popular as he wins his way into the hearts of more and more people.

No one knows where the Sheltie came from originally, but he has



been traced back to the Shetland Islands. Like the Shetland pony the Sheltie is small in size. They were used by the shepherds for herding animals. Little attention was paid to standards in the breed as is today.

The Sheltie was bred for heavy, dense fur needed to withstand the cold nights and heavy rains. They were bred for loyalty and intelligence to meet the cunning of the straying herds. These traits have followed through the generations of breeding for beauty until today we have a breed which is not only beautiful but small and intelligent.

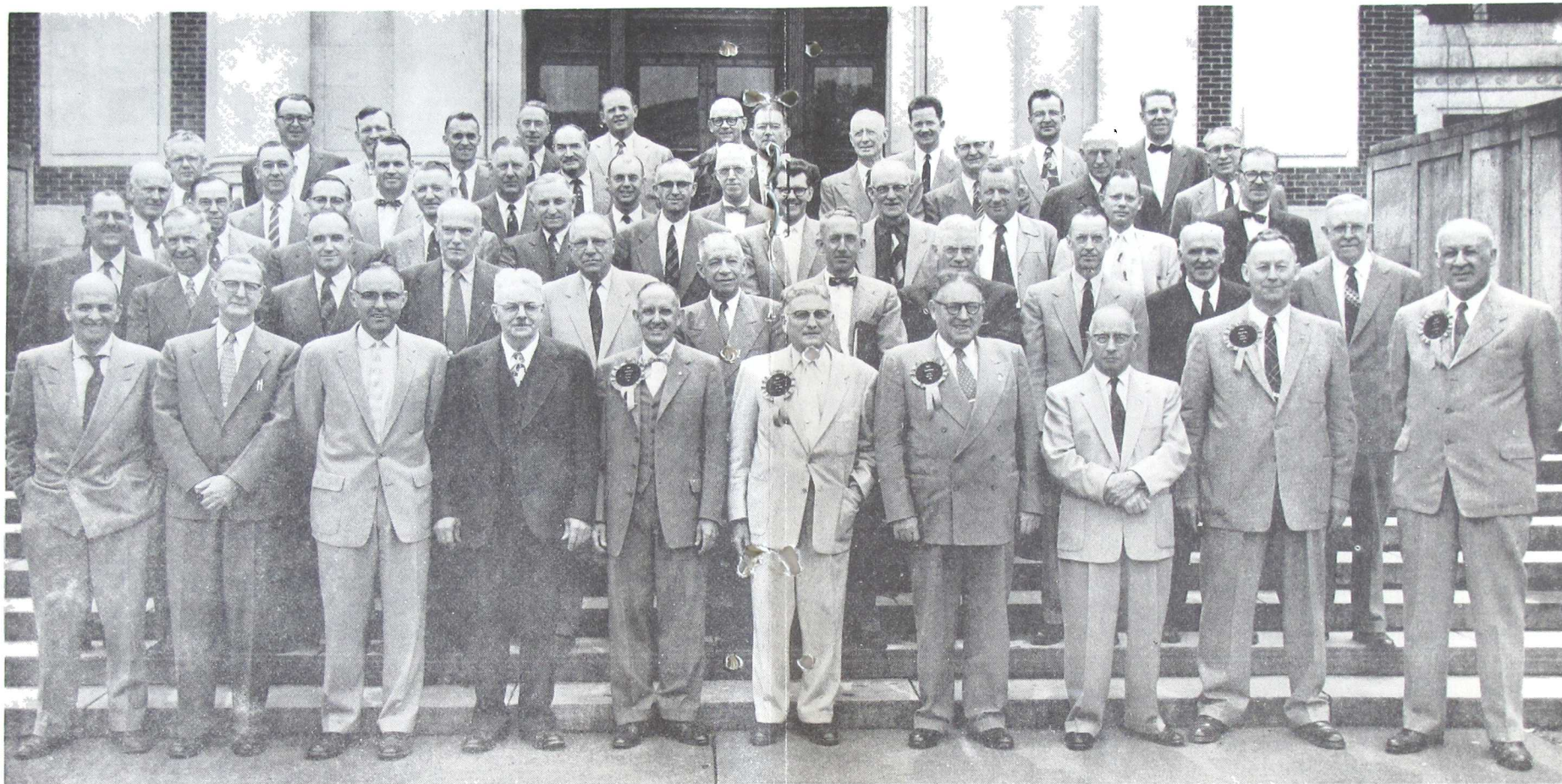
Shelties make ideal family dogs and their loyalty makes them excellent for children. Because of its small size it is not limited to the country.

The Sheltie resembles a collie in miniature, standing from 12 to 16 inches at the shoulders. Its coat is long with a dense undercoat like that of its ancestors. The eyes are deep dark pools of intelligence. There is no end to the markings and coloration of his beautiful coat. Here at last is a dog that will go far in the canine world!



My own "Lady Luck" at 5 months.





THE TRIAD CLUB CELEBRATED ITS 30th ANNIVERSARY at the Memorial Union on May 11, 1956. All former members no longer members of the OSC faculty were invited to attend. Charter Members present included H. P. Barss of Portland, Roy Hewitt of Salem, and T. J. Starker, Ernie Wiegand, and Earl Wells of Corvallis. Wells is the only Charter Member still on the active list. The first two members initiated, Earl Gilbert and Sigurd Peterson also attended. From left to right (front row): D. P. Young, Don Hill, Pete Smith, Sig Peterson, H. P. Barss, Earl Wells, Roy R. Hewitt, Herm Scullen, T. J. Starker, and Ernie Wiegand; (second row) Herb Nelson, Glenn Bakkum, Ken Munford, Sam Graf, Joe Butts, George Williams, Milt Sheely, Dick Adams, Ed

Yunker, Dr. Allen (a former member of the OSC chemistry staff, the guest of Earl Gilbert), Earl Gilbert; (third row) Delmer Goode, Charlie Thomas, Poppy Popovich, Grant Feikert, Bob Reichart, Mac McCulloch, Dick Highsmith, Milt Nelson, Jesse Walton, Bob Walls, Herb Sinnard; (fourth row) Herm Forslund, Paul Ritcher, Dick Dilworth, Al Cox, Jeff Rodgers, George Cox, Ted Milne, George Martin, Art Albert, Bert Christensen; (fifth row on two different levels of steps) Bob Henderson, Lou Roth, Don Martel, John Garman, Fred Cuthbert, Jack Swarthout, Paul Weswig, Curtis Mumford, Warren Hovland, Paul Bernier, Dick Dickson. Charter Members, on front row, wear the special 30-year badges presented to them at the anniversary dinner.



# LETTERS

## From Our Readers

Dear Tom:

Just a note to tell you how much I appreciated your having sent me a copy of the Fall issue of **Corvallis**. The picture on page 13 brought back many memories.

I was very sorry to learn of Henry Robinson's death. I did enjoy my association with him, as I do mine with you.

Wayne Morse  
United States Senate

Dear Tom:

We enjoy **Corvallis** so much...Keep up the good work, and if time permits, call and say "Hi" to any who might be happy to hear from their old pal—

Dorothy King Young  
Gualala, California

Dear Thomas:

.....This note is just for the purpose of saying how pleased I am with the way you placed my small poem. I hope some of your readers will find it to their taste. I think the university people will like it. Your town citizenry will see nothing in it, I suppose.

And my beef about the magazine is that the people of Corvallis don't fill its pages with advertising. I think you must be reluctant to solicit ads. I know I should be. But it is too bad that you don't have the financial support of the Corvallis business men.

Laurence Pratt  
Portland, Oregon

Dear Tomaso:

....I like what you have done with the book. I am bogged down here with about 6000 treasure fans bugging me and from 25 to 50 orders and letters a day. Am hard put to keep up with it.

Get **Argosy** on stands, Jan. 1964, and read all about Padre, Texas, treasure that I got away long enough to write. Am also in **Adventure** (Feb. 1964 issue) now out with a Cocos Island article.

All my best - "for pleasure or treasure."

Robert L. Nesmith  
Foul Anchor Archives  
Rye, New York

Dear Tom:

A few months ago, by a strange coincidence, I located "Scoop" Harralson and he told me about you and your magazine and sent me some to read. On the back cover was the picture of you which I believe I snapped for you the same day you took this one of Effie Tarpley and I in front of the old Peacock cafe. The year was 1924-25. The suit you wore didn't come "in" until 1924!



Effie Tarpley and "Checkers" in front of Peacock cafe, 1924.

I was fascinated by your magazine. Many of the people mentioned were those I knew. Do say "hello" to Gordon and Earl Harris for me, and a very special greeting to Ned Myers (my first date upon arrival in Corvallis).

.....I do a lot of writing, mostly poetry, the bulk of it children's poetry which I am now having illustrated and hope to market soon.

....I lived in San Francisco more than 30 years, moving to Seal Beach a year and a half ago. I now live in a retirement community called "Leisure World." Recently "Life" gave it a spread of about 16 pages -- perhaps you saw it. I am content here, but I do miss my beautiful San Francisco.

Louise Rock  
("Checkers" Rawls)  
Seal Beach, California



"Checkers" on high school lawn with pet given her by Bus Harlan.



Corvallis high school track team, about 1921. L to R: ?, John Taylor, Earl Hout Orville Ortel, ?, Herman Belt, John Whittemore. Photo courtesy of Louise Rock.

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In the 4th of July parade, 1912. Slabwood and sawdust was delivered in these odd-shaped wagons.



Eighth Grade Graduating Class, Spring 1904

Mattie Strong, Anna Holmes, Rova Hayes, Edythe Keady, ...Dilley, Edna Fullerton, ...?, ...?, Sadie Bell, Elsie Rice.

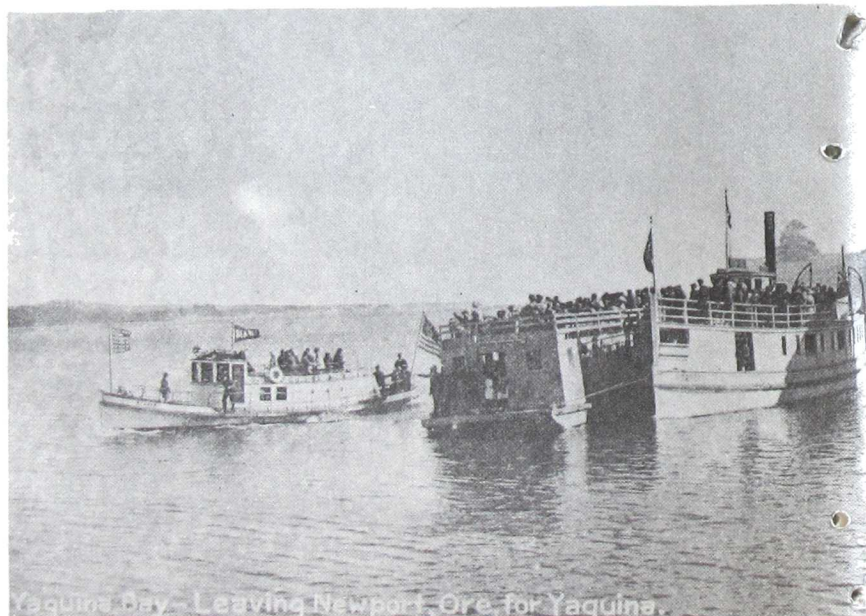
...?, Georgia White, Marie Cathey, Wilmina Egerton, Rena Horner, ...?, ...Blakeslee, Ethel Morgan, Nellie Newton, Pearl Vincent, Bessie Chipman, Zack Taylor.

Zeta Johnson, Roy Bier, ...?, George Birrel, Stanley Abbot, Fred McHenry, Bert Reed, Beulah Gilkey.

Alda Metcalf, Bertha Cramer, Mabel Wood, Prof. N. Tartar, Modesta Rosendorf, Grace Wilson, Pearl Horner.

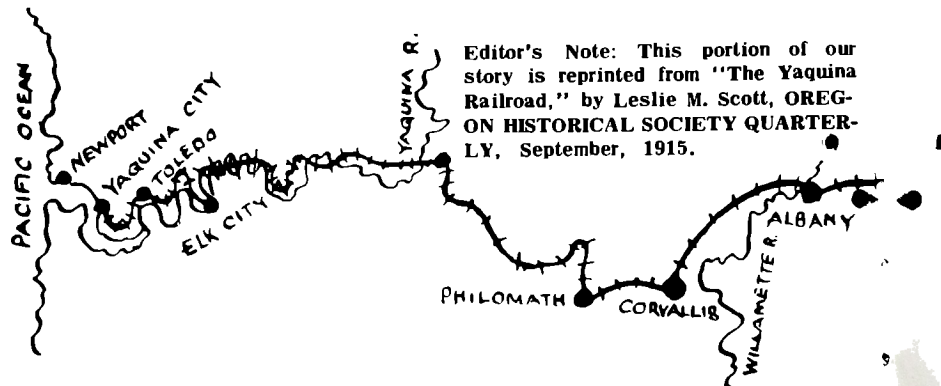
Hazel Egerton, Josie Holmes, Marion Hornady, Winnie Michael.

Photograph courtesy of Beulah and Helen Gilkey.



Excursion boat ferrying passengers from Newport to the railroad terminus at Yaquina. These two photographs by courtesy of Mrs. A. K. Berman.

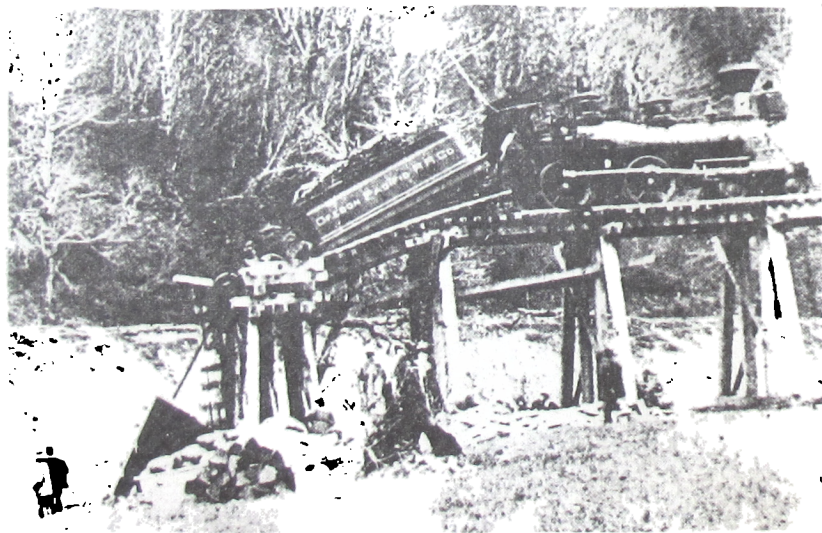




## THE CORVALLIS & FRUSTRATION RAILROAD

PART VIII — by Leslie M. Scott

The Oregon Pacific, soon after completion of its line between Corvallis and Yaquina, instituted freight and passenger connections with San Francisco. The first carload of wheat was shipped from Philomath to Corvallis Aug. 11, 1885. Steamship connections began Sept. 14, 1885. The fare between Corvallis and the California City was \$14, the wheat rate \$4.50



### THE YAQUINA RAILROAD

a ton. The first steamship was the Yaquina City, which continued the route from Sept., 1885, until she was wrecked inside the bar of Yaquina Bay Dec. 5, 1887. In January of that year the steamship Santa Maria, was put on the route with the Yaquina City and was reinforced in August, 1887, by the steamships Willamette Valley and Eastern Oregon. To take the place of the wrecked Yaquina City the steamship Yaquina Bay arrived at the Bay December 9, 1888, where she was wrecked on the south jetty on her first trip. During 1887 the company maintained a frequent service with three steamships, but business was sufficient to operate only the Willamette Valley in August, 1888. In January-February, 1889, the Santa Maria and Willamette Valley were on the route. In October-December, 1889, the Willamette Valley operated alone. In 1887 the Yaquina City and the Willamette Valley carried 24,000 tons of wheat to San Francisco and the returning tonnage was about 200 a trip.

For Willamette River connections the railroad company built three large steamers—William M. Hoag, N. S. Bentley, and Three Sisters, which together maintained an alternate day service between Portland and Corvallis. The trip took two days, with one night stay at Salem. These water lines were operated by the Oregon Development Company, a subsidiary of the Oregon Pacific. They were essential as "feeders" to the railroad.

After completion of the railroad from Yaquina to Corvallis, the next step was extension to Albany. The Willamette Valley and Coast Railroad Company was authorized in 1880 to bridge the Willamette River at Albany but the franchise was not utilized at once. For a subsidy for the extension, Albany citizens raised \$40,000 in 1885-86. The bridge was finished Jan. 5, 1887, and the first passenger train between Corvallis and Albany ran on Jan. 6, 1887; the first regular freight train January 13, 1887. The whole project received impetus in 1886 from the visit of John I. Blair and Percy R. Pyne, of New York, bondholders of the Oregon Pacific and



directors of the Chicago & Northwestern, who inspected the route to the summit of Cascade Mountains, and commended the enterprise highly. Pyne said in The Oregonian of August 23, 1886:

"I have seen enough to convince me that the story has been but half told. I believe the Oregon Pacific will be a profitable railroad and that a great city will grow up at Yaquina Bay." It was widely believed that the Oregon Pacific would connect at or near Boise City with the Chicago and Northwestern.

Notwithstanding this hopeful prospect, construction east of Albany halted in March, 1887, but on June 9, 1887, a bond syndicate at New York announced that it would carry forward the extension to Boise (Oregonian, June 10, 1887). The syndicate bore the names of Rowland G. Hazard, Samuel S. Sands, A. S. Barnes, T. Egerton Hogg, S. V. White, George S. Brown, F. W. Rhinelander. "This syndicate," ran the New York Dispatch to The Oregonian (June 9, 1887), "assures the completion of the road from its starting point at Yaquina Harbor, Ore., to its eastern terminus, Boise City, Idaho."

Contracts for construction to the summit of Cascade Mountains were let in the summer of 1887 to Nelson Bennett and G. W. Hunt. Both contractors disagreed with the company and quit December 14, 1887, and litigation followed the dispute. The company let new contracts for this work in July-August, 1888, to Brink and West for thirty miles out of Albany, and to James J. Searle, E. B. Deane and Job & Neugass for successive stages. Construction did not continue in 1890. The farthest point of the finished track was Boulder Creek, about twelve miles from the summit. On October 26, 1890, after the Company defaulted in interest, it went into receivership with Hogg named as receiver, by the State Circuit Court for Benton County, M. L. Pipes, Judge. The petition for receivership came from the Farmers Loan and Trust Company, of New York, trustee for the bondholders. (Oregonian, Oct. 30, 1890.)

Now began four years of tribulation for the Oregon Pacific, strife for factions of bondholders and loss for employes and other creditors of the receivership, the whole culminating in foreclosure sale for \$100,000, December 22, 1894, of which sum \$66,000 was used to pay taxes and court fees and \$34,000 remained to meet claims that had been scaled down from more than \$1,000,000 to \$341,971—labor and material, attorneys and various receivers' certificates. Needless to say the \$15,000,000 bonds proved wholly worthless. Most of the indebtedness of the receivership was a total loss. The "preferred" claims selected for pro rata payment out of the \$34,000 included \$138,013.43 for labor; \$39,525.17 with 8 per cent interest from April 10, 1893, which sum was advanced to pay labor by A. S. Heidlebach, J. H. Halstead, John I. Blair and Joseph Wharton at a critical period; \$16,674.19 for insurance; \$68,632.99 for material and miscellaneous items. This apportionment, filed by the referee Feb. 1, 1896, was approved by the State Circuit Court, Fullerton Judge, March 18, 1896. (Report in Oregonian, Feb. 24, 1896.)

In the four-year receivership period (1890-94) the sheriff sold the railroad three times; for \$1,000,000, Jan. 20, 1892, to Zephin Job, representing bondholders; for \$200,000, Dec. 15, 1893, to representatives of bondholders; and for \$100,000, Dec. 22, 1894, to A. B. Hammond and E. L. Bonner. The first sale failed, through delinquency of the bidders; the second was set aside by the Court, which held the bid price \$200,000 inadequate. The sheriff made five other attempts to sell the property in 1892-94.

Quarrels broke out early in the foreclosure proceedings, between factions of bondholders. Decree of foreclosure and order of sale were entered in the State Court April 27, 1891, and sale was finally set for Jan. 20, 1892. Priority of payment from proceeds of the sale was the issue of contention. Finally after conferences of the bondholders in New York,



October-December, 1891, it was agreed to hand over the bonds to some person or corporation mutually to be agreed upon and to accept the plan of a reorganization committee; also to have Hogg bid in the road at foreclosure sale at a price sufficient to pay floating indebtedness and bond the road anew for completion, without voiding the interests of the old bondholders. But after Job bid in the property for Hogg, Jan. 20, 1892, for \$1,000,000, a large faction of old bondholders led by Blair and Wharton began a bitter fight against Hogg, charging him with conspiracy to get possession at a low price and to cheat out the old bondholders (Oregonian, Feb. 18, 1892). The fight finally culminated in removal of Hogg as receiver, Mar. 4, 1893. But before that result, the opponents of Hogg took their contest into the United States Circuit Court at Portland, in February, 1892, where they sought to withhold the sheriff's certificate of sale, on the ground that Hogg was scheming to pass the property to a new company with a heavy prior mortgage attached, thus crowding out old bondholders. They petitioned to have the sheriff pass the certificate to a trustee, in conformity with prior agreements with Hogg. They also alleged that Hogg had issued \$250,000 certificates as receiver, which were fraudulent. Hogg answered that the bid price, \$1,000,000, was low because it had to be cash and that the bondholders had failed to arrange for such sum; that the necessary method of raising funds was a bond issue of a new Company and that he was acting in good faith towards all parties concerned. The testimony was presented before Judge M. P. Deady May 2-3, 1892 (Oregonian, May 3, 1892, 3½ cols.). The Court on May 9 ordered both parties into a stipulation to pass the bankrupt railroad to a new company which should bond the property for needed funds according to the reorganization agreement. The court saw no evidence of conspiracy on Hogg's part to defraud the old bondholders (text of decree in Oregonian, May 10, 1892). Creation of a new company, Oregon Pacific Railway, capital \$18,000,000, followed this decision—incorporated July 30, 1892, at Salem by Wm. M. Hoag, Wallis Nash, B. W. Wilson, Z. Job, Abraham Hackleman. The parties interested could not co-operate, however, the Job purchase fell through, and the reorganization plan came to naught.

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